



## Meeting Summary April 11, 2018

### Attendance

#### Panel Members:

Don Taylor, Chair  
Bob Gorman, Vice Chair  
Fred Marino (recused for #18-08)  
Sujit Mishra  
Larry Quarrick  
Juan Rodriguez  
Julie Wilson (excused)

#### DPZ Staff:

Valdis Lazdins, George Saliba, Yvette Zhou

1. **Call to Order** – DAP Chair Don Taylor opened the meeting at 7:00 p.m.

### 2. **Review of Plan #18-06 Fueling Station at 9320 Baltimore National Pike – Ellicott City, MD**

Owner/Developer: Petroleum Marketing Group

Architect/Engineer: Jon W. Sammer/Kimley Horn & Associates, Inc.

### Background

The 0.9-acre site, zoned B2-TNC, is located at 9320 Baltimore National Pike. B2 (Business – General) zoning permits commercial sales and services and has less restrictive design requirements than the elective TNC (Traditional Neighborhood Center) overlay zoning designation along Route 40. Applicable requirements from the *Route 40 Design Manual* include streetscape frontage improvements.

### Applicant Presentation

The applicant gave a multimedia overview of the project. The existing car wash building, located at the western edge of the property, will be demolished and rebuilt as a larger convenience store that is set back 48' from the frontage. The gas pump canopy will be replaced with a reconfigured canopy that includes two additional fuel dispensers. Access off Route 40 will be consolidated to one widened driveway to allow fuel truck access. Existing access off Chatham Road will be maintained.

The existing sidewalk along the Route 40 frontage will remain and be expanded to be a minimum 6' wide along the entire frontage. A 6' wide sidewalk will be included along the Chatham Road frontage. A 6' wide tree lawn, between back of curb and the sidewalk, as specified in the Route 40 Design Manual, cannot be achieved since the existing sidewalk is only 2'-3' from the back of curb in most locations. A sidewalk connection will be added to the convenience store. Landscaping will be added to screen parking and enhance the streetscape and the existing pylon sign will be replaced with a ground mounted sign.

The exterior of the convenience store will include a variety of brick finishes. Large windows with awnings are included along front of the building and a parapet provides additional architectural detail and will screen roof top mechanical equipment. The façade facing Route 40 includes service doors.

## **Staff Comments**

This project is located within the Route 40 corridor and is subject to the requirements of the *Route 40 Design Manual*. Staff requested the DAP evaluate site design and architecture with specific focus on the location of the convenience store relative to the adjacent property, the building elevation fronting Route 40, the width of the drive aisles, and the compatibility of building and gas canopy roof lines. No written comments were received from the public.

## **DAP Questions and Comments**

### Architecture

The DAP agreed the architecture is an improvement over what currently exists, but expressed concern about the blank façade fronting on Route 40. This is contradictory to the recommendations of the Route 40 Design Manual.

The DAP recommended the convenience store either be relocated so that it fronts onto Route 40, or the applicant should pull it forward, towards Route 40. The elevation facing Route 40 should also include windows and awnings. The applicant responded that relocating the convenience store would make site circulation for the fueling trucks difficult and might compromise approvals to expand a non-conforming use. The applicant also said it was important for the front entrance to face the fuel canopy for security purposes.

The DAP noted that the rear of the convenience store is a blank wall that will be prominently visible from the adjacent shopping center and recommended the applicant soften this wall with vines, a green trellis system, or other landscaping, even if this requires shifting the building slightly.

### Site Design

The DAP urged the applicant to work with the adjacent shopping center to the west to make a pedestrian connection.

The DAP asked if the 40' wide entrances off Route 40 and Chatham Road could be narrowed. The applicant responded that narrowing the entrances would restrict the ability for a fueling truck and a car to utilize the access points concurrently and may lead to turning back-ups. Staff will review entrance widths at the site plan review phase.

The DAP was concerned about landscaping and planting Sugar Maples and Norway Spruce; they instead recommended Zelkovas or American Holly as substitutes. The DAP also discouraged Barberry, as it is considered an invasive species. The applicant responded that some of these plant types are included at other locations along Route 40. The DAP requested the applicant not replicate the questionable landscaping choices of other projects.

## **DAP Motions for Recommendations**

DAP Vice Chair Bob Gorman made the following motion:

1. The applicant move the convenience store building closer to Route 40 to create a better presence and to provide a better sidewalk linkage that aligns with the sidewalk at the adjacent shopping center. Seconded by DAP member Fred Marino.

Vote: 6-0 to approve

DAP member Fred Marino made the following motion:

2. If the building remains in the current orientation, the applicant add fenestration, awnings and architectural details on the south façade to make it comparable to the primary facade. Seconded by DAP Vice Chair Bob Gorman.

Vote: 6-0 to approve

DAP Vice Chair Bob Gorman made the following motion:

3. The applicant install cross walks to connect sidewalks across both access drives and wrap the sidewalks at the corner of Chatham Road and Route 40 around the corner of the landscaped islands. Seconded by DAP member Fred Marino.

Vote: 6-0 to approve

### **3. Review of Plan No. 18-07 Dorsey Overlook – Ellicott City, MD**

Developer: Triangle Old Annapolis Associates, LLC

Architect/Engineer: Studio K Architecture / Vogel Engineering + Timmons Group

#### **Background**

The Dorsey Overlook project site, comprised of several residential lots, is located at the northeast corner of Columbia Road and Old Route 108. The site is bounded by Clarksville Pike (MD Route 108) to the south, Columbia Road to the west, Old Route 108 to the east, and a townhouse community along Old Annapolis Road to the north. The DAP previously reviewed this project in 2015. At that time, the applicant proposed 90 stacked townhouse units whereas the applicant is now proposing an apartment building.

#### **Applicant Presentation**

The project team gave a multimedia overview of the project. The site slopes down from Old Route 108 toward the rear of the site, which abuts wetlands and a heavy tree buffer. The building and site were designed with the grades in mind. Old Route 108 is slated to become private and will serve as the access road to the parking lot and will include parallel parking for residents and guests, with a landscape buffer to screen the site from Route 108.

Amenity spaces include a dog walk area, a gazebo adjacent to the wetland area, and a paved community patio adjacent to a bioretention facility. Striped crossings lead from the building to a pathway along the perimeter of the site. A pedestrian connection will be provided from the site to the intersection of Route 108 and Columbia Road, even though this is not depicted on the site plan provided to the DAP.

The 133 unit, age restricted, independent living, apartment building includes affordable housing units. The design team's challenge is to design the building to look market rate even with budget constraints that go along with affordable housing. Indoor amenities include a theater, community room, craft room, and small café.

The front elevation is four stories while the rear is five stories to work with the grades. The building will include energy star design elements and appliances and will meet interior healthy environment standards. Brick constitutes 30% of the exterior façade, with the remainder consisting of vinyl siding and fiber cement board.

## **Staff Presentation**

This project does not fall within a design guideline review area. The site was rezoned to R-APT (Residential – Apartments) during the 2013 Comprehensive Zoning. The purpose of the R-APT zone is *“to provide opportunity for higher density apartments to support adjacent retail areas and services, enhance transportation hubs and provide a land use transition between more intense uses and lower density residential districts. It is intended that R-APT districts will adjoin arterial roadways and should have opportunities for pedestrian and bicycle access to surrounding areas.”* The County Council included in the zoning regulations a requirement that DAP review all residential developments in the R-APT zone.

Staff requested the DAP evaluate site design, architecture, landscaping, amenity spaces, and sustainability. Staff also requested the DAP discuss design options to break-up the scale of the parking lot, evaluate perimeter landscaping, and provide recommendations on pedestrian connectivity. Written comments from the public have been provided to the panel and the applicant.

## **DAP Questions and Comments**

### Site Design

The DAP questioned the placement and scale of the building at such a visible location, fronting Route 108. The length of the front façade does not appear to be in scale with the surrounding area.

The DAP noted the parking lot is too prominent and needs to be broken up with a better site layout and/or softened with landscaping.

Some DAP members recommended the building be moved farther back from Route 108 so it would not overwhelm this important road frontage with a large building. Shifting the building back would also take advantage of the green space at the rear of the site. The DAP was concerned that building residents will either look out onto Route 108 or onto a large parking lot due to the layout. Flipping the building would give residents views of the green space. The applicant responded that the adjacent residential community has expressed concern about having a building at the rear of the site. The DAP noted the extensive landscape and stream buffer between the rear of the site and the adjacent residential community.

In addition to flipping the current L-shaped building, the DAP recommended studying a U or T-shape building to achieve a better site plan. A T or U-shaped building would help break-up the parking lot and provide a courtyard space. The applicant responded that a U-shape building adds another inside corridor and is not efficient. Regardless the shape of the building, no more than 50% can be five stories otherwise it will be categorized as a high-rise, triggering additional design requirements and costs. The DAP reiterated to the applicant that alternative building layouts and configurations should be examined.

The DAP asked if Old Route 108 must remain as is and questioned whether some of the pavement could be removed and replaced with landscaping or lawn to create a greener look along the frontage. The applicant responded that there are significant utilities under Old Route 108. The DAP noted that many sites have grass areas with utilities below.

The Planning Director asked if access to the parking lot could be closer to the eastern edge of the property line instead of using the entirety of Old Route 108 along the property frontage to bring vehicles into the lot. This could provide an improved building configuration and amenity spaces. The applicant responded that grades are a challenge. The DAP urged the applicant to examine this option due to the potential benefits for the site layout and the reduction of impervious surfaces.

The DAP questioned the design rationale of the amenity spaces. The applicant responded that amenity spaces are not heavily used in many age-restricted communities, however, the DAP responded that well-designed amenity spaces are. They recommended better integrating the amenity spaces and including specially paved pathways or a green spine through the parking lot. This would connect the spaces and provide a tree lined perimeter pathway that goes in a loop, making it more of an experience.

#### Architecture

The DAP recommended the architect break-up the roofline and consider a flat roof at strategic locations to hide mechanical equipment.

The DAP asked where the condensers will be located. The applicant responded that most condensers will be along the eastern façade. The DAP had concerns with how this will look and the proximity to green space. The applicant stated they will do what they can to hide the condensers.

#### **DAP Motions for Recommendations**

DAP Chair Don Taylor made the following motion:

1. The applicant return to DAP with alternative design solutions in response to DAP comments and concerns. Seconded by DAP member Fred Marino.

Vote: 6-0 to approve

#### **4. Review of Plan No. 18-08 Bluestream Phase 3 – Elkridge, MD**

Developer: Bluestream 3, LLC

Architect/Engineer: Hennemann & Associates, LLC/ Vogel Engineering + Timmons Group

#### **Background**

The 8.3 acre site, zoned CAC-CLI, is located at 8003 and 8103 Blue Stream Drive and fronts Route 1. This parcel is the last phase of the Blue Stream community on Washington Boulevard between Route 100 and Route 175. The CAC (Corridor Activity Center) zoning accommodates the development of pedestrian oriented, urban activity centers with a mix of uses.

The Blue Stream development received sketch plan approval in 2007, prior to the establishment of the Design Advisory Panel and the *Route 1 Manual*. The Blue Stream development has been constructed in phases, each with its own site plan. The DAP previously reviewed phased Blue Stream site plans in 2010, 2013, 2015, and 2017.

#### **Applicant Presentation**

The project team gave a multimedia presentation overview of the project. Currently, there is no traffic signal at the intersection of Blue Stream Drive and Route 1, but the project team believes the completion of this phase will trigger SHA warrants for a signal. Primary access to the residential, retail, and office included with this phase will be from Blue Stream Drive, coming off Route 1. This mixed-use development consists of four buildings served by a combination of surface and structured parking. The largest building is a 4 story/104-unit apartment with a 190 space - 4 story precast parking garage wrapped on three sides by the apartment building fronting Route 1. The second residential building is a 4 story/ 56-unit apartment structure with surface parking. The third building is a 2-story commercial office/retail building fronting Route 1 and the fourth is a free-standing Starbucks with a drive thru.

The massing, articulation, and colors of the buildings have been designed to create visual interest. Approximately sixty-six percent of the Route 1 frontage is defined with buildings. The southern corner of the lot will be a plaza for outdoor dining and socializing, which will also help activate the Route 1 frontage. There is a grand staircase going down from the site to Route 1. A series of specially paved pathways connect the buildings, amenity spaces, and outdoor areas located throughout the site. The central parking area, mostly screened by buildings, has been broken up with landscaping.

### **Staff Presentation**

This project is located within the Route 1 corridor and is subject to the requirements of the *Route 1 Manual*. Staff requested the DAP evaluate site design, architecture, landscaping, and amenity spaces. Staff requested the DAP specifically discuss building elevations visible from Route 1, landscaping and hardscaping along the Route 1 frontage and recommendations for edge treatments and transitions. Written comments from the public have been provided to the panel and the applicant.

### **DAP Questions and Comments**

The DAP commended the applicant on the high quality architectural and site design. The DAP commented that breaking the residential component into two buildings helped with the scale of each building. In addition, the building arrangement, parking, and amenity spaces are well thought out and will be a nice addition to the community and the Route 1 corridor.

#### Site Design

The DAP shared a comment from the community about extending the median along Blue Stream Drive and adding crosswalks. The applicant responded that extending the median may impact the lane configuration at the future traffic signal, but they will study this further. The applicant agreed that crosswalks should be installed across Blue Stream Drive.

The DAP asked if the grand stairway will have ramp access. The applicant noted there are grade challenges that prevent one.

The DAP asked if the two residential buildings will share amenities. The applicant replied that the two buildings will share the amenity spaces shown as part of this plan. The intent is for these buildings to access amenity areas constructed as part of earlier residential phases. The DAP recommended the applicant look at including a specially paved pathway between the two residential buildings to create a stronger connection, particularly if these buildings will share amenity spaces.

#### Architecture

The DAP asked the applicant to study the façade of the wrapper building along Route 1 and explore a color variation on the vertical plane; perhaps with alternate colored brick to help diminish scale along Route 1.

The DAP asked about sustainable design, such as a roof top garden or solar arrays. The applicant responded that the buildings will be certified either LEED gold or silver status and they are exploring more opportunities for sustainable design elements.

### **DAP Motions for Recommendations**

DAP Vice Chair Bob Gorman made the following motion:

1. The applicant review extending the medians on Blue Stream Drive up to the clubhouse area and install crosswalks across Blue Stream Drive to facilitate a connection. Seconded by DAP member Larry Quarrick.

Vote: 5-0 to approve

**5. Other Business and Informational Items**

The DAP will not meet on April 25, 2018.

**6. Call to Adjourn**

DAP Chair Don Taylor adjourned the meeting at 9:13 p.m.